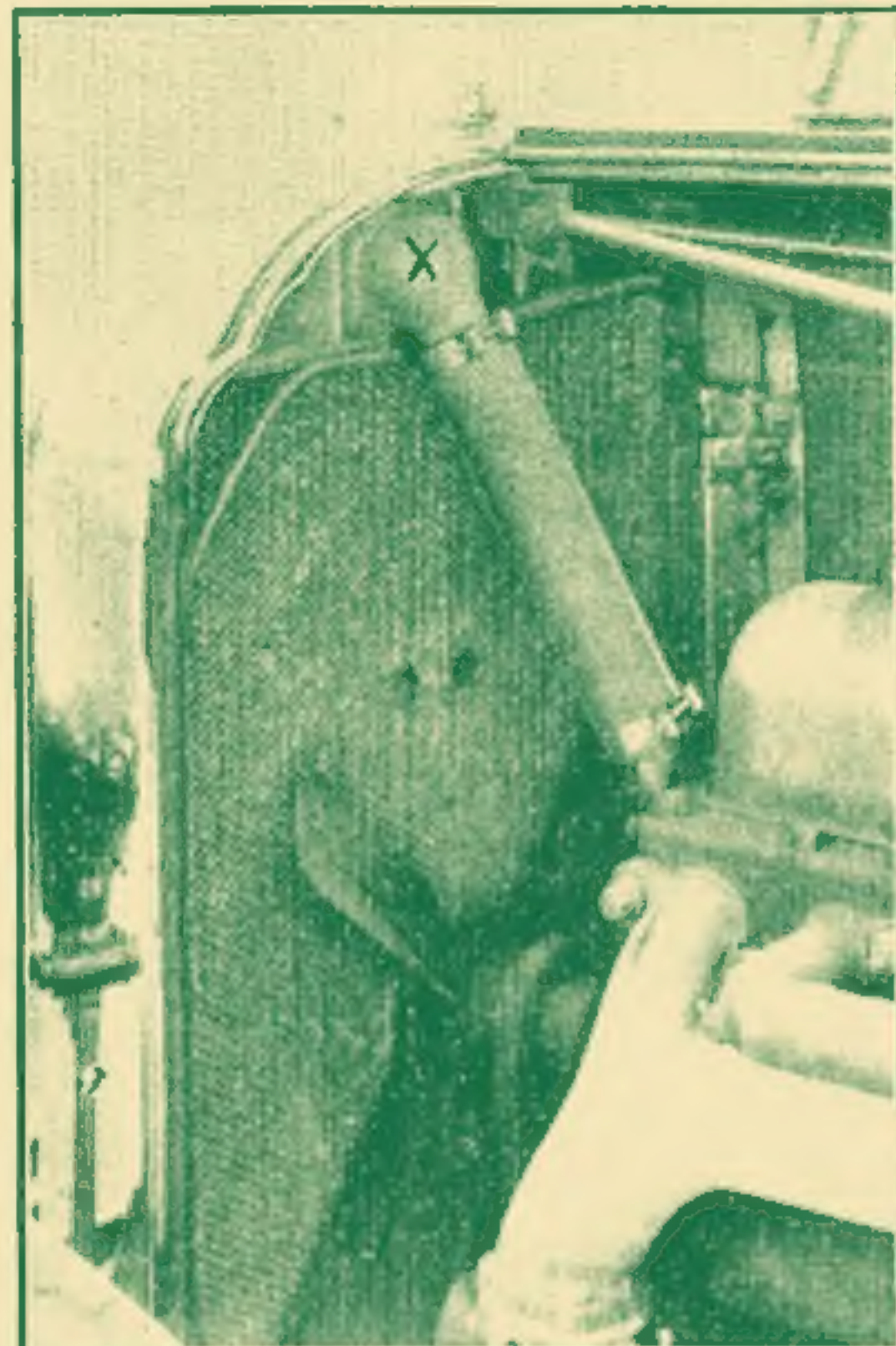


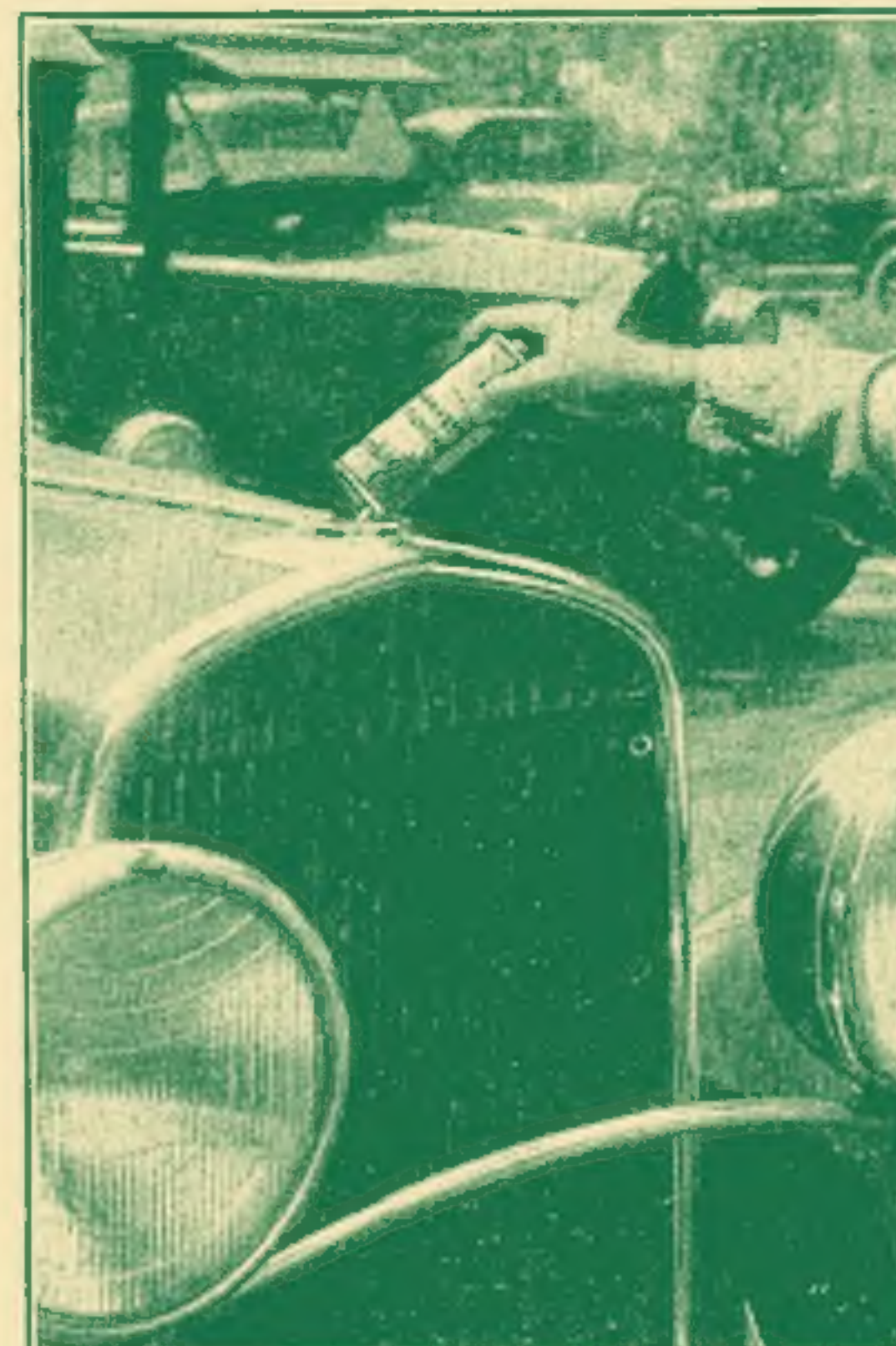
PURGO (Complete Cooling System) SERVICE CHART



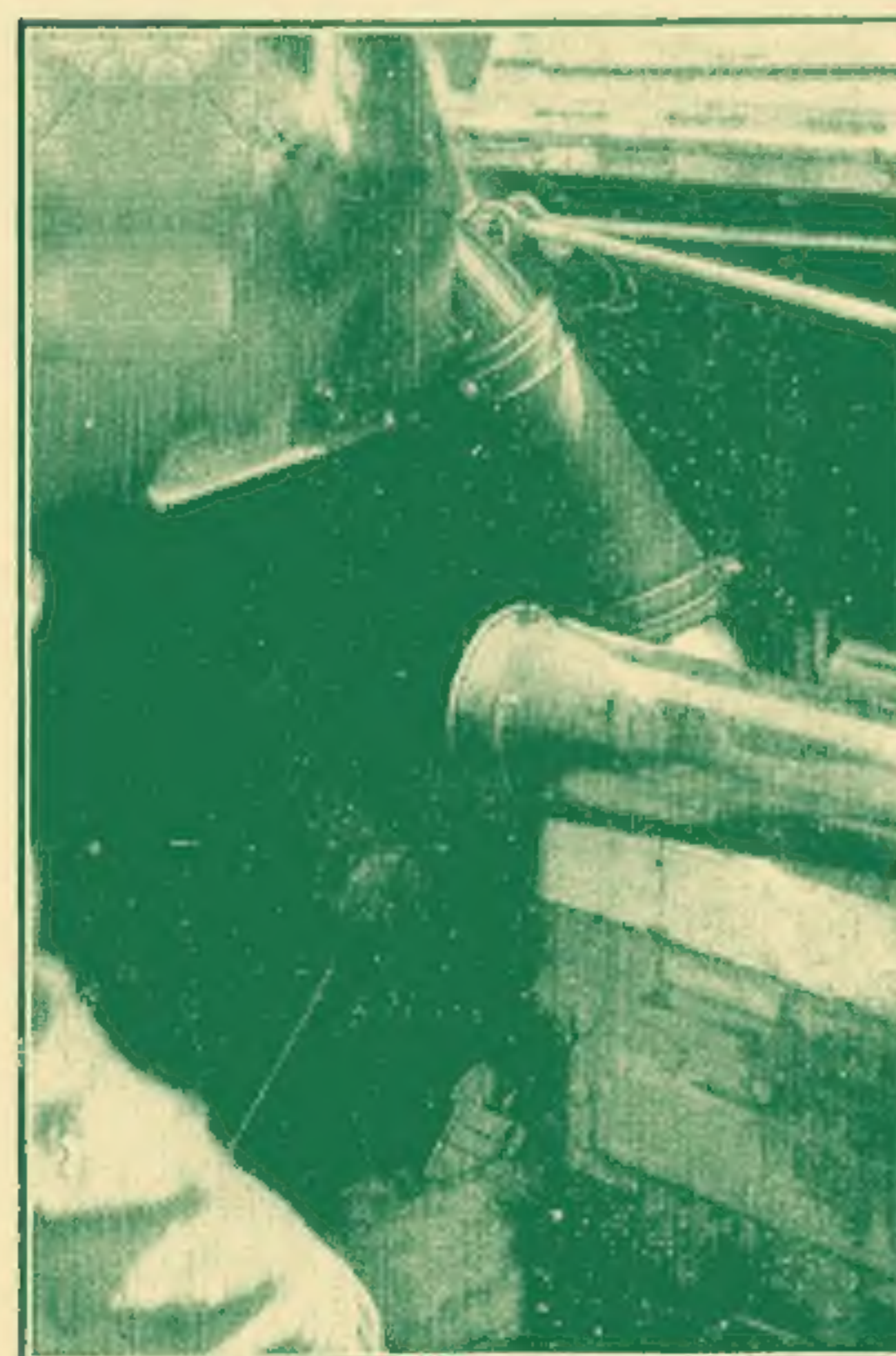
- 1** When car is equipped with Thermostat, the water used in flushing the cooling system is not hot enough to creep the thermostat valve open; therefore, it is advisable to remove the valve temporarily. If attached at engine block, it is easy to unbolt housing X, lift out valve and bolt housing back in place. However, when attached at radiator, and hard to detach, it can be left in place and flushing done as instructed in illustration (6) on back of this card.



On the front of this Chart are directions for Purgo Service as needed by most cars. On the back (6) shows how to use upper hose when radiator is not badly clogged; (7) and (8) show necessary flushing when badly clogged. Purgo and Radiator Neverleak are used the same way in all cases.

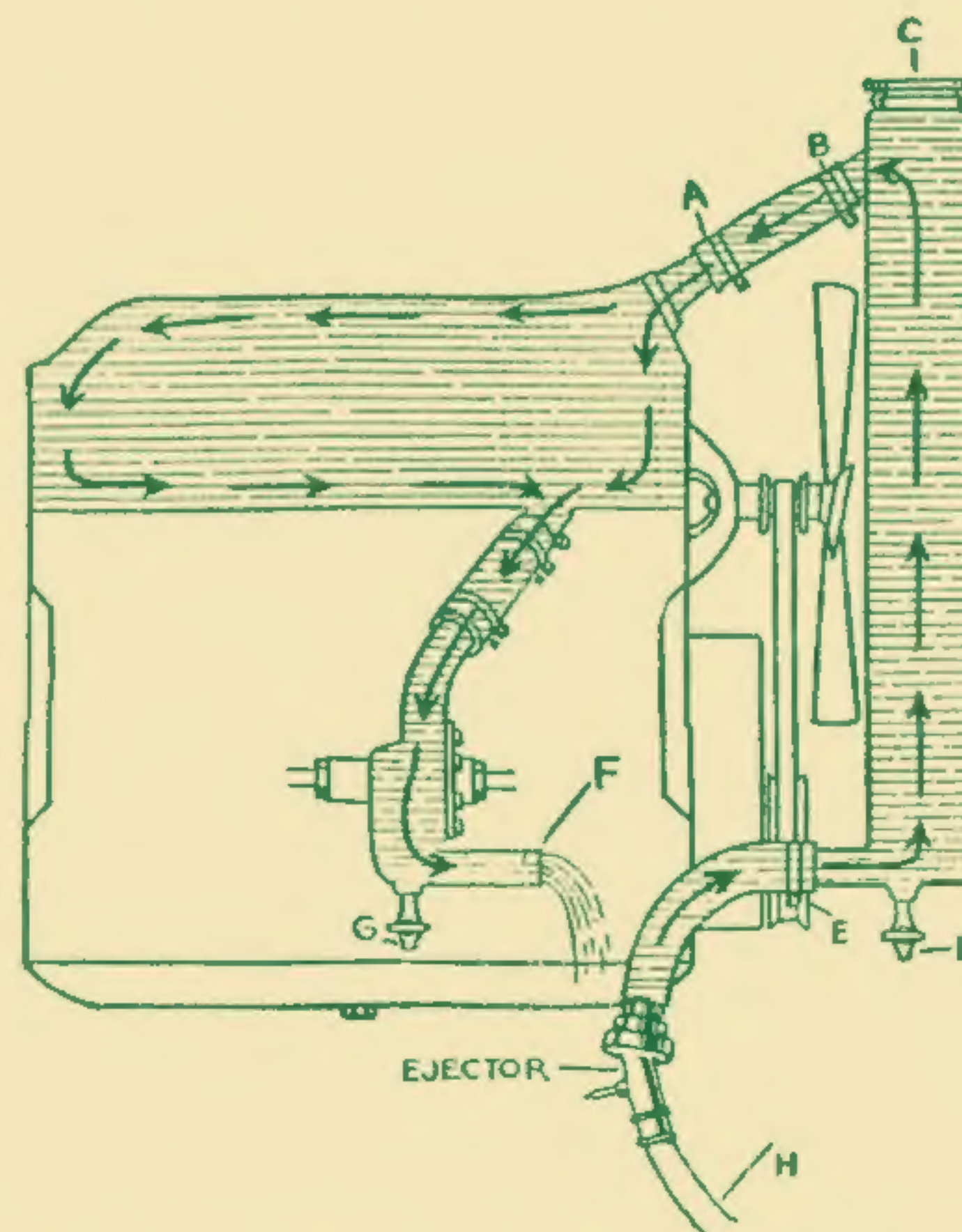


- 2** These photographs show two steps in Purgo Service which are always necessary. After the cooling system is completely drained and then refilled with fresh water, pour in a can of genuine Purgo. Then, fasten radiator cap tightly, close radiator shutters, or blanket, and with spark retarded run engine at a speed of about twenty-five miles per hour until steam escapes at bottom of overflow pipe. Allow solution to boil from ten to twelve minutes and the chemical action of Purgo will dissolve or loosen all the "cloggers" in the cooling system.



When you do not wish the water discharged at (F) to spill into drip pan of car, attach old inner tube or patented Discharge Hose to nipple at (F) to carry discharge away.

Turn water on gradually and do not apply air until water is seen to be passing through freely. If it does not, flush radiator and water jacket separately. See illustrations (7) and (8).



Apply air line to Ejector, using from 140 to 150 pounds pressure in short blasts. This develops millions of tiny air and water hammers to drive off the "cloggers" and scale which were first softened or loosened by the chemical action of Purgo.

- 3** Stop engine. Open drain cocks, and drain cooling system. Disconnect lower hose at (F), and clamp in Ejector coupled up to water line. Close drain cocks and make sure radiator cap is fastened on tightly. When lower hose is too hard to work with, flush through upper hose as instructed in (6) on back of this card.

- 4** The above drawing shows why it is better to use the lower hose when flushing the entire cooling system as a unit. The Purgo Ejector, clamped in the lower hose, sends water and air up through the radiator, driving muck and scale out of the tiny passages of the core and flushing the rust and accumulation out of the large passages of the water jacket. The direction of the flushing is exactly the reverse of the regular circulation through the cooling system. The Water-ways of the entire cooling system becomes as clean and free-flowing as they were when new and the engine is cooled as the manufacturer intended.



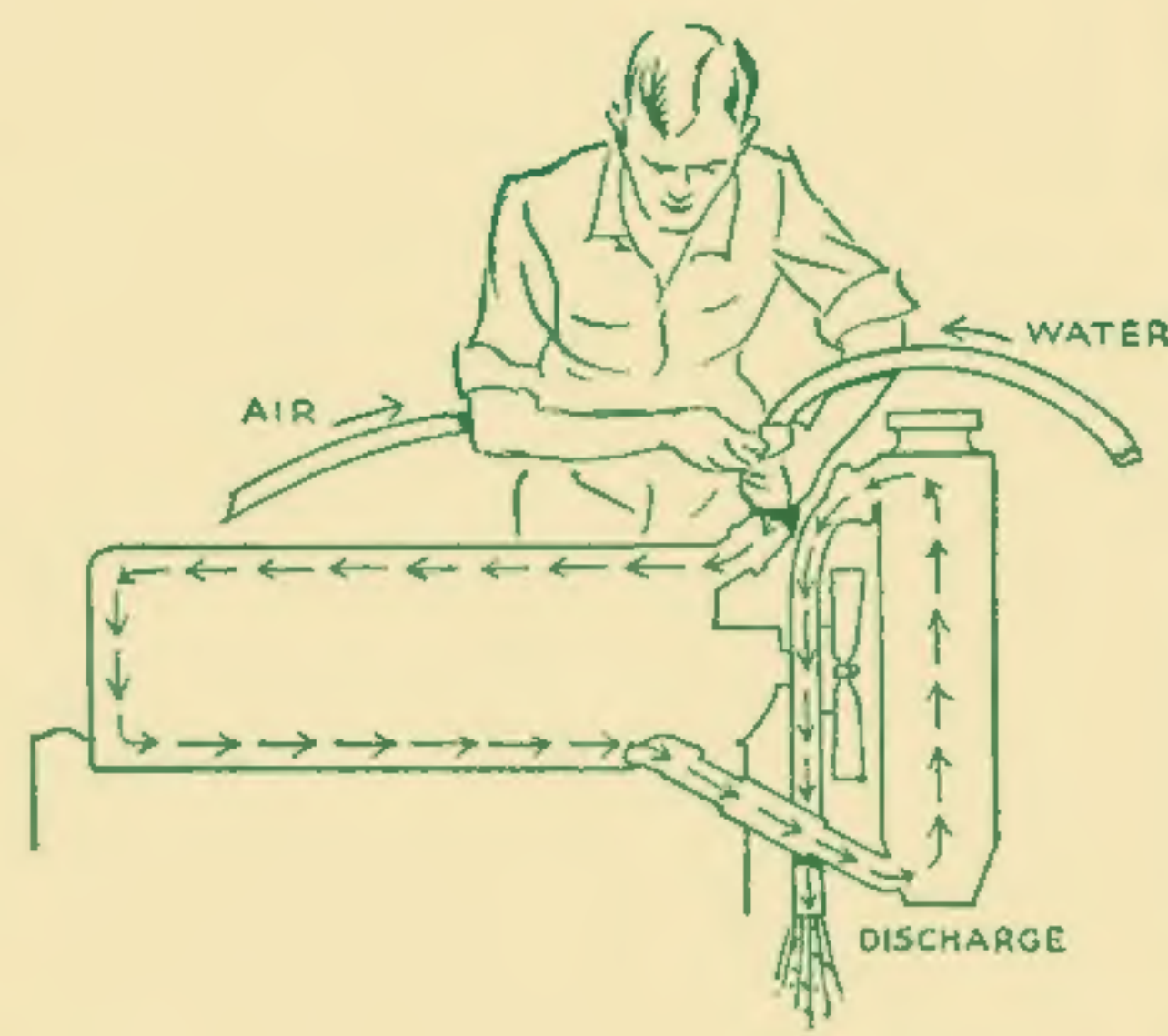
- 5** All connections must be replaced and tightened and cooling system filled to within four inches of overflow level. Run engine and pour in one can of genuine Radiator Neverleak. Keep engine running ten to fifteen minutes to circulate the solution, and the radiator becomes as leak-proof as when new.



6

When too difficult to work with lower hose, or when Thermostat "X" is attached at upper radiator tank and hard to detach, you can reverse flush the entire cooling system as a unit by using the upper hose. After pouring in Purgo and boiling up solution, stop engine. Drain off only enough water so as not to scald hands when disconnecting upper hose from the radiator at (B). Clamp Ejector in upper hose. If Thermostat valve has been left in place, it is necessary to remove radiator cap and tie old inner tube or Discharge Hose over open filler neck. If Thermostat valve has been removed, or when there is no Thermostat, tie Discharge Hose to nipple of radiator at (B). Use water and air with the Ejector exactly as in (4). Flushing is the reverse of regular circulation. But, with the discharge spilling at the top of the cooling system, it is necessary to use either old inner tube or the Discharge Hose in order to keep water from flooding engine.

Please note that when you use upper hose to flush entire cooling system, it is necessary to drive the accumulation in the water jacket up through the tiny passages in the radiator core.



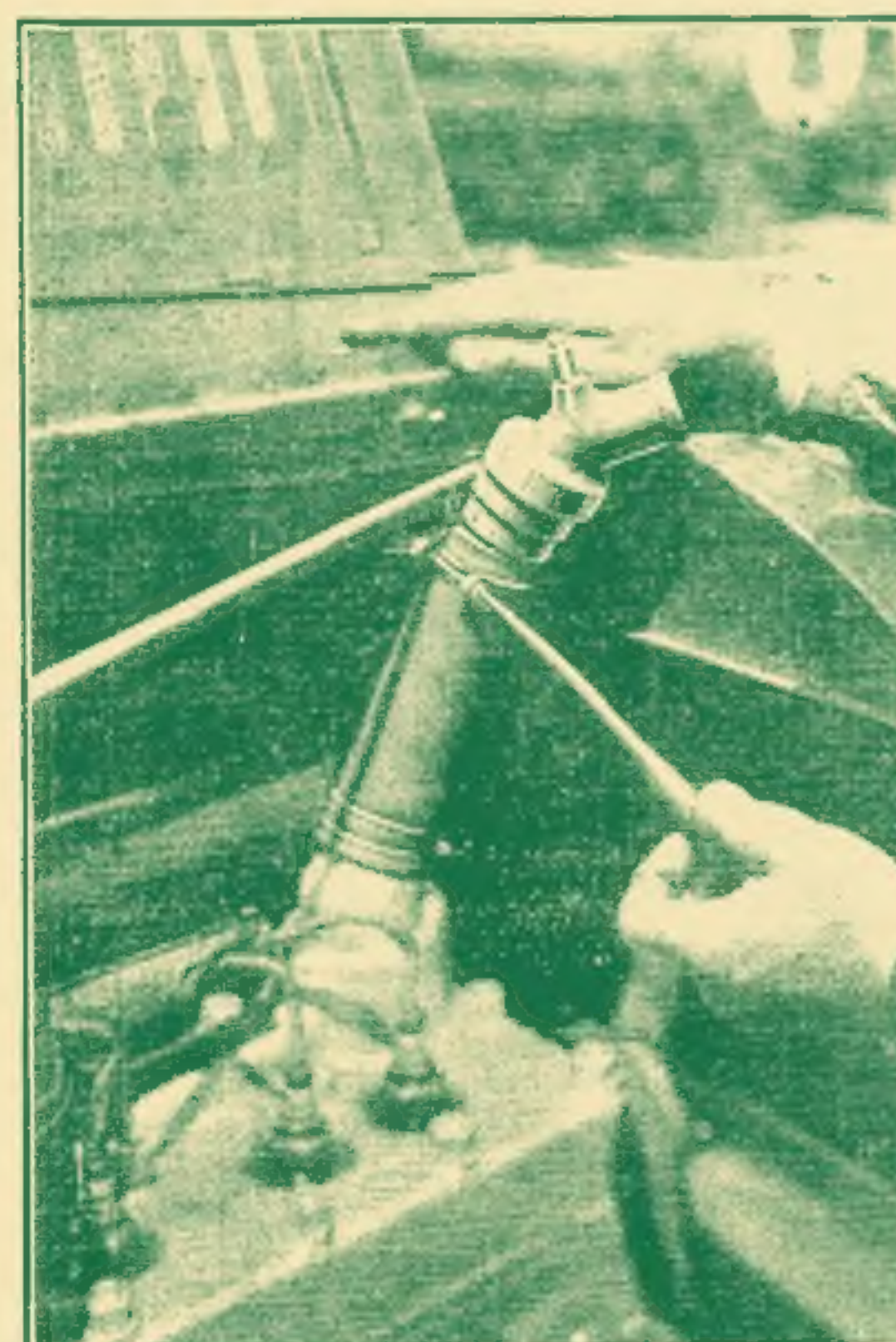
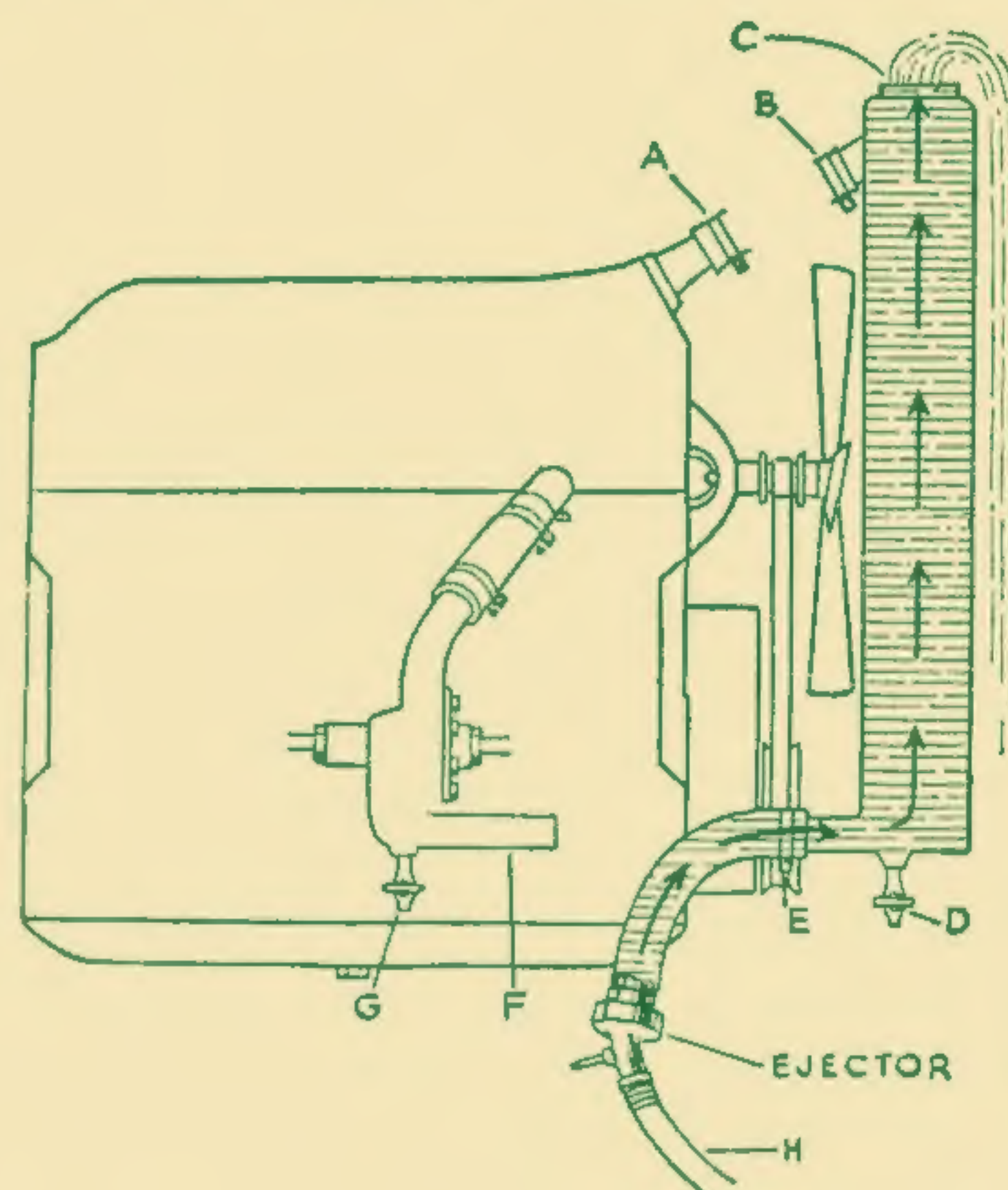
When Badly Clogged, Reverse Flush Radiator and Water Jacket Separately.



7

To flush radiator only, it is necessary to disconnect both the lower hose at (F) and the upper hose at (B). The Ejector is clamped in the lower hose and water and air are applied as in (4). Only, be particularly careful not to build up too great a pressure. Apply gradually until water is seen to be passing through lively. The photograph at the left shows the Discharge Hose being tied to nipple of radiator at (B), in which case radiator cap must be securely fastened.

The drawing at right shows how water will spill at open filler neck if Thermostat is attached at radiator and valve unit not removed. This illustrates why Discharge Hose should be tied to filler neck when unit is left in.



8

To flush water jacket only, you simply clamp Ejector in upper hose where it was disconnected from radiator nipple at (B). You may also attach Discharge Hose to pump nipple at (F) if you wish to carry discharge away to drain. Flush downward through water jacket using strong stream of water and introducing air into the stream in short blasts of 140 to 150 pounds pressure to help loosen and drive out the accumulation. It is advisable to flush water jacket after flushing radiator because this gives engine block a chance to cool.

Note: When preparing to flush radiator and water jacket separately, immediately after boiling up solution, open drain cocks and when water level is below upper hose connection, unclamp from radiator while the water is draining sufficiently to get below the lower hose level. By doing this you avoid getting scalding water on your hands.

